

# The

# Falcon

# News

Vol. IV, Number 10, May, 1983

The Falcon Club of America, Inc., is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy F. Sword founded the world-wide club in 1979. It is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR 72076.

The Falcon News is published monthly with information from its members. All ads must be sent to the Editor by the 15th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

## Falcon Club of America Officers

**President:** Roy F. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029

**Vice-President:** Glen Acery, 1208 S. Center, Lonoke, AR 72086

**Secretary:** Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

**Treasurer:** Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

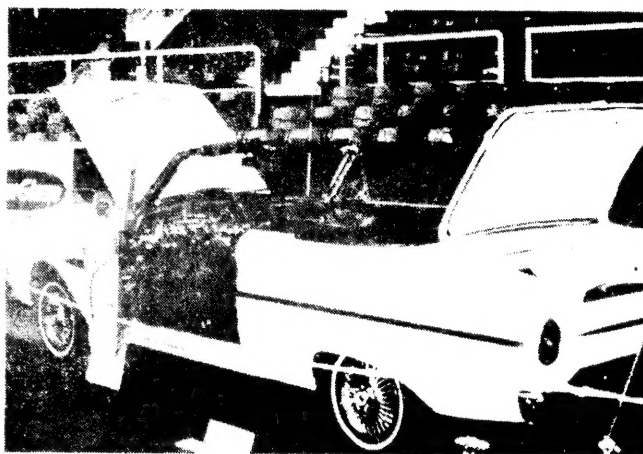
**Tour Chairman:** Pat Sword, 629 N. Hospital Dr., Jacksonville, AR 72076

**Editor:** Raymond D. Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228

**Assistant Editor:** Harold A. McLean, 1480 Nora Drive, Tallahassee, FL 32304

**Partsmaster:** James E. Hatcher, 8301 W. 92nd Terr., Overland, KS 66212 (SASE required for reply)

**Chapter Coordinator:** Tom O'Dell, 417 Valley View, East Alton, IL 62024



## Board of Directors (Number of Years in Term)

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (5)

Shrable Williams, Rt. 5, Box 999, Benton, AR 72015 (4)

Glen Blubaugh, 5420 Buchanan Trail E., Waynesboro, PA 17268. (3)

Fleming Horne, 7646 Memphis-Arlington Rd., Memphis, TN 38124 (2)

Barby Brunken, 3236 Amherst, Dallas, TX 75225 (1)

## The Club Store Items

Memo Pad ("Falcon Club of America" imprint).....	\$ .50
Key Chain ("Falcon Club of America," red on white) ....	.50
Hat .....	5.00
Decal (National Club window decal).....	1.00
T-Shirt (Child: S-M-L; Adult: S-M-L-XL) .....	5.50
Patches: National Club Patch (3" round).....	2.00
Ford Falcon (oval, blue and gold) .....	2.00
Falcon (rectangular, 2" x 4", red & gold) .....	2.00
Sweat Shirts (Men's, Ladies, grey with red) .....	12.00
V-Neck T-Shirts (large only).....	7.50
Ladies Blouses.....	7.50
60-63 Reproduction Shop Manual (includes V 8).....	30.00

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to: Pat Sword, Tour Chairman, 629 N. Hospital Dr., Jacksonville, AR 72076.

**Note to All Members:** The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



## PRESIDENT'S MESSAGE :

I just received my copy of "The Ford Falcon" 1960-1963 This is a new book by Phil Cottrill and it is an outstanding book I have learned a lot about early Falcons from it Also, those of you who have not seen Ray Miller's book "Falcon", it too, is an outstanding book A job well done to both of you Phill and Ray! We hope to have both of these books in the club store soon

I have been in contact with Barby Brunken with the Lone Star Chapter, he reports that the 4th National meet is coming along very well It seems like a long time until August but it is not really that far away So get ready for the 4th ANNUAL NATIONAL MEET in Dallas, Texas

Chapter progress is coming along very well We now have a new chapter in the state of Indiana, the Falcon's Over Indiana, RR 4, Box 116, Alexandria, IN 46001

I would like to thank all the chapters and the other Falcon clubs who send out complimentary copies of their newsletter to the President, officers and Board of Directors We enjoy them very much

By the time you receive this newsletter my family and I should be on our way out west We are looking forward to meeting some of the fine Falcon Club members out there We will be in Tucson, Arizona on April 23rd, on April 27 th in Los Angeles to meet the Los Angeles club After a few days in California we will be in Phoenix, Arizona, to meet with the Ford Falcon Club of Arizona on April 30th What better way to spend a vacation than talking to people who enjoy those FALCONS!!

Roy Sword  
President, Falcon Club of America

## COVER PHOTOS:

1963 Futura convertible: Roy Sword, #1, Jacksonville, Arkansas. See Members Write

## REVIEW :

One evening during my stay in California my son mentioned over the phone that I had received a package marked "Educational Material". Well, that didn't sound real inviting at the time so I didn't dwell into it. Later when I got home I opened the "Educational Material" package. Boy was it! It was Phil Cottrill's new book "The Ford Falcon, 1960-1963" You talk about information, this book

is all information, and information on your favorite subject: FALCONS! The title tells you that it is about the 1960 to 1963 and it is! Everything you ever wanted to know about the history and development of our car and if your are ready for it, it also shows you everything about our car Hundreds of pictures the likes of which most of us have never seen. I don't want to spoil the thrill of this book for you but I must ask: Have you ever seen a '63 FOUR DOOR convertible? A '82 Falcon Station Wagon? A '62 convertible? Read a great interview with President Roy? Read a great interview with William P. Boyer? Known when and how many Frontenacs were made? Well, waste no more time and get this book for your library!!

As usual, who am I to criticize a book like this but I would have gladly paid more for a hard cover and I wonder if the blue ink was a good choice? Regardless, it is truly worthy of your collection.

Now, Phil, will you inform us of what really happened from '66 to '70 and give us the insight to the 70 1/2?? It would certainly make for interesting reading.

Thanks, Phill, for the giant step forward in our enjoying our Falcons! We really appreciate it!

## NEW ITEM:

A new "magazine" about Falcons is to start publication in June. The "Falconer" will be published by Lee Lebhart, FCA # 972. Subscription rate will be \$15.00 a year for this monthly all about Falcons. The driving force behind this magazine is the Ford Falcon Club of Arizona and the Falcon Club of San Diego but the magazine's main focus will be the Falcons: restoration, tips, technical items, history, and the like. Order from Lee at 10209 North 64th Street, Scottsdale, Arizona, 85253.

## COMMENTS FROM THE EDITOR:

If you recall Danny Williams guest editorial about Falcon parts available from your Ford dealer vrs. buying from a restoration parts supplier you probably had an opinion about it. Last month's guest editorial by Dick Kitterman probably provoked an opinion from you. It was intentionally intended to ~~~

Well, Danny Williams nice editorial was expected to draw responses from the membership. It did not. I expected a parts supplier to write and tell us how he uses the Falcon parts business to support (or, probably much more realistic, supplement) his

income. I expected him to tell us how he has the part that you want in stock right now, and you don't have to wait for six weeks or months for the part from Ford if, in fact, the dealer will even order the part for you. Nobody did. Just as well, President Roy and the Board of Directors told me to drop the issue as it was not the type of item for the Falcon News. No dealer comment, "no more 'ordered by the officers' Dead issue."

Dick Kitterman's editorial was intended to be a stimulus and draw interesting comment. That it did — You got a letter from President Roy that gave you an official directive as the stand of the FCA on "stock" vrs what have you. That was not the intent of Dick or your Editor. The result is that I am giving up the direction of the FN to Harold McLean. Roy DID NOT fire me nor did the Board of Directors. We decided that is not in the best interest of the Falcon Club of America that I remain as the Editor. Fine, I was not and I am still not an Editor. I design Post Offices for the USPS.

Now, what bothers me is what I have seen for a long time and this whole interesting situation just brings it all into focus. The Falcon Club of America is at a stand still. Direction is lacking. The club is run by a minority.

It's not just the officers but the members. True, I have made a lot of mistakes as editor. I admit that, you know it. How any officer or member could take Dick's editorial as an OFFICIAL stance of the FCA is totally beyond me. And those that did provoked a letter from President Roy (at the cost of the double issue Dallas special that this issue was to have been, the money went to the special letter, not the FN). Dick's letter was a GUEST editorial, not an official stand by the FCA. My mistake was not to list it under the Members Write but to place Dick's words as my own (I liked it, what happened to Editorial FREEDOM?) Alas, those who believed it was an official stand were catered to? The minority runs this club! Not one person called me or wrote to me about the Editorial. In all the letters I have received there have only been two that have been negative as to what I have done (see Members Write) and almost all letters include a note of praise of some sort (thank all of you!). So, where does that leave us? Where does that leave my Falcon with its 302 V8 and mag wheels? Did Roy form a Corvair club? Was there really a Model T Falcon for sale?

I am proud to be a member of the Ford Falcon Club of Arizona. NO, The Ford Falcon Club of Arizona does NOT want to be your car club. They fill a need in the state of Arizona and they like it

that way. The thing that they have is what the Falcon Club of America lacks. Officers and members who are active in what they do. They ALL participate and they all gain. NO, I do not say everyone go join the Falcon club in Arizona. They do not want that, I don't want that. I just want the Falcon Club of America to wake up to reality and for the members to run the club, not the minority that is apparently in charge. Can the FCA match the FFCA? Look at this:

Club sponsorship by a major auto dealership and numerous other parts and service companies to offset the cost of the newsletter to give you a bigger and better newsletter.

Multi-club relationships.

Reproduction of needed Falcon items.

Discounts on Falcon parts.

Technical information on a large scale.

Detailed wiring schematic diagrams.

Interchange lists.

Parts conversions.

MEMBERSHIP PARTICIPATION

MAIL IN ELECTIONS OF OFFICERS

Editorial freedom and the respect that each and every member deserves and his right to express himself.

Well? I tried in the best way I could and apparently that was not good enough. Have you tried? Has the officers and the Board of Directors tried?

I turn my position over to Harold and I hope that you give him the best that you can. ALL of you.

I leave with great respect for Roy Sword. Roy offered me a chance and I gave it my best. Thank you President Roy.

I plan to turn my interests to the "THE Falcon". If you remember we left it with a dead battery and the rear end partially removed from the parts car. There is lots of work to be done.... and thanks to what I have gained from reading thought provoking editorials and member articles and the GREAT friends that I have met I now know how the "THE Falcon" will end up. Thanks to Bill Branch for making me want the "THE Falcon" to be a true "knock out" restoration with the greatest attention to details and the "ahs" from the crowd. Thanks to Dick Kitterman for making me want the total stock exterior on the "THE Falcon". Thanks to Lee Lebhart for making me want to get the total performance out of the "THE Falcon" (gee Lee, maybe a set of disc brakes would be real nice).

I must again thank President Roy for giving me the chance and the Board of Directors for letting Roy give me the chance. I must thank all of you members that appreciated my work. I take great pride in that I was able to serve you and only wish that I could of

delivered you that perfect FN that I always dreamed of making for you. I must thank all of you who contributed to making it all possible: Tom O'Dell, Board of Director and Chapter Coordinator, Barby Brunken, Board of Director and Susan Brunken, Carl and Jill MacDonald, Dick Kitterman, Dave Jones, all of the members of the Rocky Mountain Chapter, Ray Miller, Phill Cottrill, Louis Ironside, Roger C. Roberts, Larry Sword, Terje Saethre, Mark Summer, Gary Huckins, Danny Williams, Jim Hatcher, Glenn Packard, Jack Edward, Ken Coates, R. M. Vincent, Mike Buckner, Harreitte Hastings, The Dixieland Chapter, The Lone Star Chapter, Karen Valvo, Jim Lyle, Louis Williams, Bonnie Stringer, Ken Kowalk, Neal East, The Los Angeles Falcon Club, The Ford Falcon Club of Arizona and all of its GREAT members, The Falcon Club of San Diego, Lee and Linda Lebhart, Roy Thompson, Obsolete Ford Parts Co., Dave Courtney, Bill Branch (again!), Glenn Harris, Pat Sword, and everyone everywhere who appreciates the great little Ford FALCON.

I leave wishing the officers of the Falcon Club of America the best of success and I hope that you members will support Harold as he works to give you a great Falcon News.

Now, I must go out and get that battery. . . . and, Carl MacDonald has that '64 Ranchero that just may fit into the family just real nice.

See you in Dallas!

Ray Roberts

#### UPDATE:

April 30: Rocky Mountain Chapter, Castle Rock, Co., 10 AM to 6 PM. Village Inn Pancake House. Chapter meeting and SWAP MEET. Info, Ray, 986-8932

May 14: The Founder's Chapter, mini-meet at Pine Bluff, Arkansas. Car meet at 2 PM and then out to dine around 5 PM. For Information call Homer Greenlee at 357-8169 or President Roy Sword at 982-1029.

May 28, May in Memphis Flea Market and Car Show. All Falcon automobiles welcome. Trophies will be awarded. The entry fee is \$5.00 in advance and \$8.00 on the day of the show. Entry will include free admittance for two to the car show, Flea market, and a May in Memphis dash plaque.

June 5: North-East Mini Meet, Burlington VT, To be held under cover from 10 to 5 in the South Winooski Ave parking garage. Formation of a FCA chapter will be discussed. For more information send a SASE to Howard Stearns, #714, 4 Faith St., Burl-

ington, VT 05401

August 12-13, 4th Annual National Falcon Club of America Meet. Dallas, TX, North Park Inn. Hosted by the Lone Star Chapter. For more information call (214) 361-0115.

#### CHAPTERS:

##### The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134

##### The Lone Star Chapter

Barby Brunken, 3236 Amherst, Dallas, TX. Meets every 3rd Sunday. For information call (214) 361-0115

##### The Founder's Chapter

Ben Sivils, Rt 4, Box 521K, Russellville, AR 72801, Last Sunday of the month.

##### The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL 62024

##### The Rocky Mountain Chapter

Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado 80910

##### Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA 98204

##### Falcons Over Indiana Chapter

RR 4, Box 116  
Alexandria, IN 46001  
Larry Wilson

##### Sacramento, CA area

David Westerman, 6501 Halifax St., Citrus Heights, CA 95610

##### Denver, Colorado area

Tom Botkin (meet with Rocky Mtn Chapter)  
13196 Utah Ave., Lakewood, CO 80228

#### CHAPTER NEWS:

The Founder's Chapter: the first quarterly meeting for 1983 was held on February 27th at the home of Ben Sivils in Russellville, AR. It was an afternoon meeting with a pot luck supper. Nine Falcons consisting of three Rancheros, two convertibles, and four hard tops were displayed. A total of twenty members including their families attended this meeting. Door prizes were also awarded. It turned out to be a beautiful day, even though a little cool. We all had a great time. Our next meeting will be May 14 in Pine Bluff. We also agreed to travel as a group to a car meet in Searcy, AR on April 2nd.

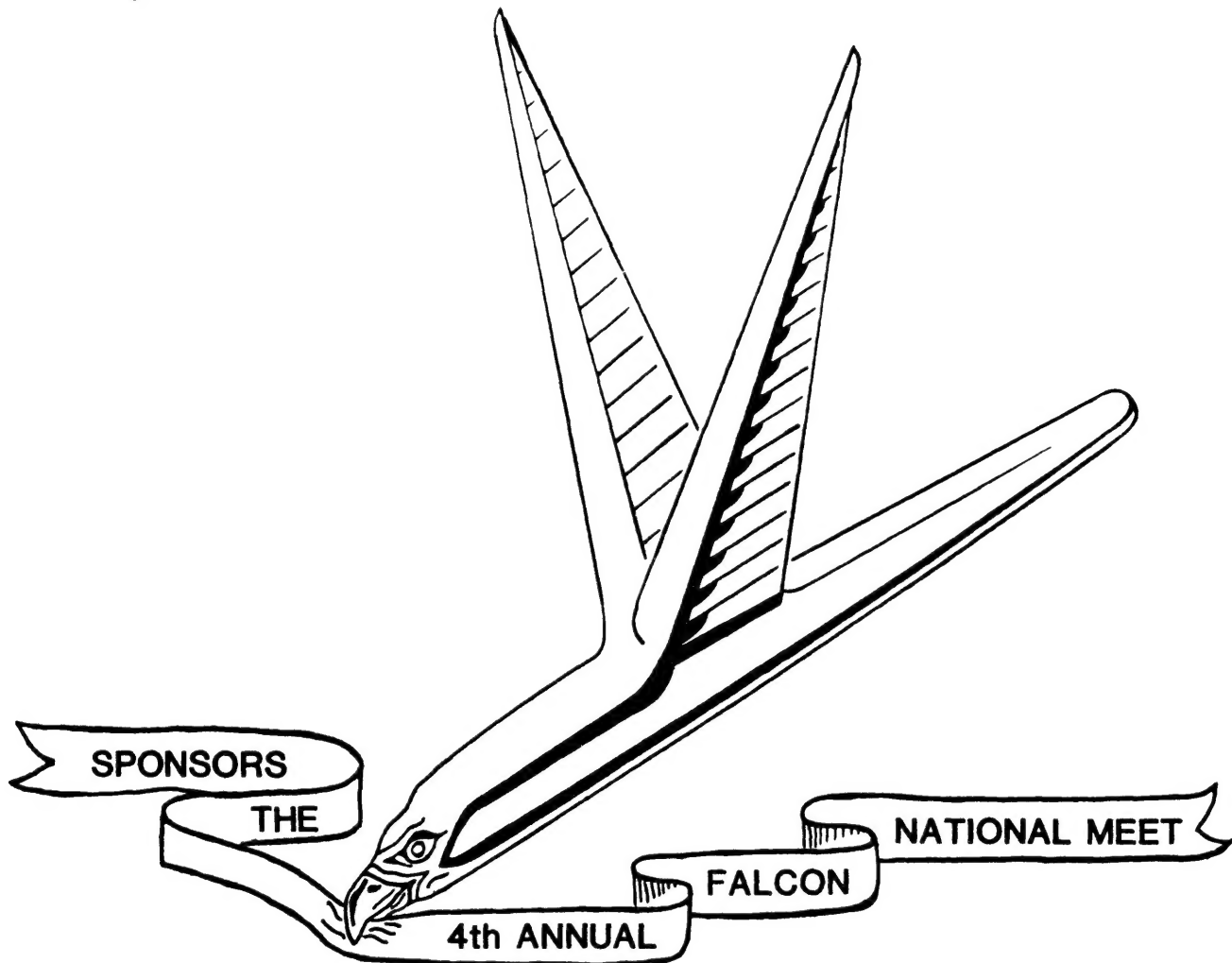
We are all looking forward to the National Meet in Dallas!

The Rocky Mountain Chapter: plans to meet

# THE LONE STAR CHAPTER

OF THE

*Falcon* CLUB OF AMERICA



**AUGUST 12-13, 1983**

**DALLAS, TEXAS**

**FOR MORE INFORMATION CONTACT:**

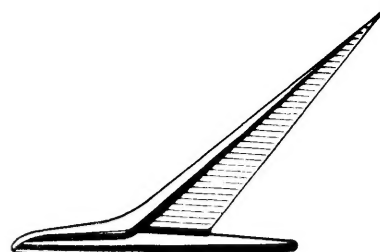
**BARBY BRUNKEN  
3236 AMHERST ST  
DALLAS, TEXAS 75225  
1-214-361-0115**

**LARRY WOOD  
716 PRAIRIEVIEW RD  
CROWLEY, TEXAS 76036  
1-817-297-4596**



THE LONE STAR CHAPTER  
OF THE  
FALCON CLUB OF AMERICA  
HOSTS THE

FOURTH NATIONAL MEET  
AUGUST 12 & 13, 1983  
DALLAS, TEXAS



THE NATIONALS WILL START FRIDAY WITH A SWAPMEET IN THE LARGE PARKING LOT AND FIELD BEHIND NORTHPARK INN. THE CAR SHOW AND AWARDS BANQUET WILL BE HELD ON SATURDAY. TROPHIES WILL BE AWARDED FOR FIRST AND SECOND PLACES IN THE FOLLOWING CATEGORIES EXCEPT AS NOTED.

60-61 SEDAN	63 CONVERTIBLE	*BEST CUSTOM/MODIFIED
62-63 SEDAN	64-65 CONVERTIBLE	*LONGEST DISTANCE
64-65 SEDAN	60-63 RANCHERO	*OLDEST FALCON
66-70 SEDAN	64-65 RANCHERO	

\*ONLY ONE TROPHY IN THESE CLASSES.

TROPHIES WILL BE PRESENTED AT THE AWARDS BANQUET ON SATURDAY NIGHT. PHIL COTTRIL, AUTHOR OF THE NEW BOOK "THE FORD FALCON 1960-1963", WILL BE THE GUEST SPEAKER. COME AND ENJOY PHIL'S TALK AND THE TEXAS STYLE BARBECUE DINNER.

PLEASE PRE-REGISTER AND MAKE YOUR HOTEL RESERVATIONS EARLY TO HELP US PROVIDE YOU WITH A WELL PLANNED MEET. MAIL-IN REGISTRATION BY JULY 8TH WILL ASSURE YOU OF A PRE-REGISTRATION PACKET WHICH INCLUDES: A DASH PLAQUE, A WALL PLAQUE, A BEVERAGE COOLER AND ENTERS YOU IN THE CAR SHOW FOR \$10.00. REGISTRATION PACKETS WILL BE \$15.00 AT THE MEET WHILE SUPPLIES LAST. THE LONE STAR CHAPTER WILL HAVE CLUB PATCHES AND NATIONAL T-SHIRTS AVAILABLE SOON.

on April 30th in Castle Rock at the Village Inn Pancake House. Tentative plans are to meet with the Pikes Peak Corvair Club and if there is enough interest a new chapter in the Denver area will be discussed. Highlight should be Jim Botkins new '65 SPRINT convertible (1 of 300!)

#### MEMBERS WRITE:

My car is a 1963 Futura Sports Convertible, 6-cyl, 4-speed transmission. White with red interior, date of mfg is October 11, 1962. This car was purchased new by a gentleman in Little Rock, Arkansas, at Reasbmen Ford on October 31, 1962 and he kept it until 1968 when he sold it to one of his coworkers. In 1972 the car was again sold and then I purchased it in 1975. I worked for three years in gathering parts and upgrading it to the as-new condition it now is. It now has in excess of 106,000 miles on it and the head or pan has never been off and it uses very little oil.

President Roy Sword

Dear Roy

I wrote to Raymond D. Roberts a letter about two months ago, but did not see any kind of reply. I thought I would try you.

I have been a Falcon owner for twenty one years. I bought a 1962 Falcon in March of 1962. This car had 225000 miles on it when I sold it. I bought a 1964 Falcon in March 1964 (I am still driving this one) it has 226000 miles on it now. I bought a 1965 Falcon Ranchero in April 1970, I have driven it 108000 miles. All together I have driven Falcons 559000 miles. Do you know if any one else has driven Falcons this far? I would like very much to know.

I am sending you pictures of my Falcons.

A proud Falcon owner,  
Robert M. Collinsworth  
Allen, Texas

Sorry Robert. I receive over 60 letters a month regarding the FN and there is just no way I can personally answer them all. Letters are put in the file and rotate up as to interest and need. The file will be sent to Harold. Ray

Dear Mr. Editor

I've been a member of this club a long time, since I've restored many a Falcon, I of all people know the difference between a Falcon and a Model T. A few issues back I put an add in the Falcon news

to sell a Model T. I didn't appreciate your effort to make fun of it, trying to pass it off as a Model T Falcon. I had people call me and wanted to buy such a car. At future times I hope you won't change the adds that I attempt to put in the Falcon News. As a member I can place any add of any make car or part I wish so I hope. Thank you for listening.

Falcon member #55

John D. Baker

RD #2

Shippenville, Pa 16254

Sorry John. I'm sorry that you did not see the humor in the situation. I tried to justify the add as it was not a Falcon. We do, in fact, have rules regarding the ads and there are, in fact, editorial rights given to the Editor. Again I am sorry that my solution to the situation did not please you. President Roy and your new Editor Harold will review the rules regarding the placement of non-Falcon ads and will inform the membership of them. Ray, #52, who has never restored a Falcon and who will now have time to give it a go

Here are two photos of my 1961 Falcon Futura. It was built in the Lorain, Ohio, factory on June 16, 1961. It is white with a red interior, has a 170 cubic inch engine and Fordomatic. Before I bought it in 1981 it had spent all of its life sitting outside in Wilmington, Delaware. I had to have extensive body corrections performed. The 1961 Futura was the first postwar Ford, other than the Thunderbird, to have bucket seats.

Keep up your good work on the Falcon News.

Sincerely, Phil Cottrill

Thanks Phil! In his new book, "The Ford Falcon 1960-1963", Phil shows us some more of his beautiful Futura including some of the restoration photos and tells the delightful story of his rescue of this car. Get the book! Photos are on page 8.

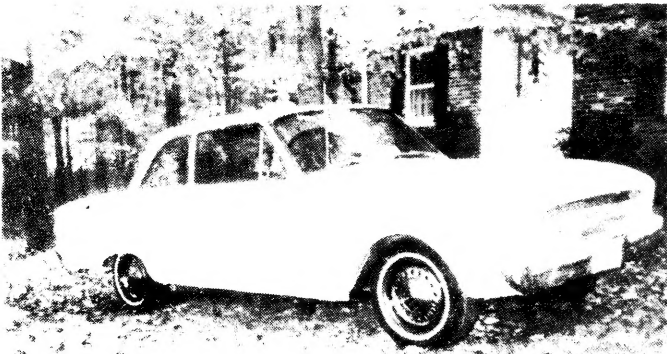
Ray

#### FALCON FORUM:

Let's continue where we left Roger C. Roberts "Bird Tales and Other Trivia, Part II"

Stroppe removed wedge shaped sections from each tower by first making a downward cut parallel to the spring. This cut was joined by a horizontal cut made just above the mounting area of the upper control arm

Structural support of the front end was regained by forming 12 gauge sheet metal and welding it into the openings that had been created in the modificat-



ion This "trick" is very useful when installing any large engine into a small Ford body. Examples are 302 Clevelands in early Falcons and 429's in Mustangs and Cougars.

Sections of the transmission tunnel that had interfered with the transmission were replaced by newly formed sheet metal. These pieces and a mild reshaping of the firewall allowed a minimum of 3/4 inch clearance at all points.

Support for the rear of the transmission was provided by a custom made tubular crossmember. These crossmembers are still quite popular with engine swappers. Even J.C. Whitney has various styles in stock!

Front motor mounts consist of stock V-8 parts that have had pieces of two inch strap added to the topsides. This addition moves the mounts forward on the engine and into alignment with the stock pick-up points in the Falcon's subframe.

Oil pan clearance was gained by taper reaming both the steering and idler arm from the opposite side of the stock taper. This allows the steering cross shaft to be installed from underneath the car. The stock bolt-on front suspension cross-member (that skinny thing holds the front suspension apart? Gee Earl, that's neat!) still fits without modification. Note that the crossmember is not used on some Falcons and Comets.

Up front, the battery was shoved into the fender two inches, not unlike Ford did with the factory built cars. A 1960 Ford cross flow radiator and catch tank were mounted after enlarging the stock opening in the front sheet metal.

Stroppe utilized a 1959 Ford station wagon rear axle, this axle will bolt to the stock Falcon spring pads without modification. He then went on to redrill the rear brake drums and axle flanges. This allowed the use of 13 inch Comet wheels, like the Falcon station wagon wheels, that are 1/2 inch wider than the sedan wheels.

The front brakes were retained as stock. One car not help but wonder how long they lasted.

No performance figures are given for the car in the articles that I have. What is given is a photo of the car doing a very long burn out on under-inflated tires. Boy, to think that they used to talk about us teenagers....

From Stroppe's California shop and 1960 we must now head East and to the year 1962. Let's stop in Texas and watch Shelby feed his chickens to his pet snake! You see, GM has either turned down his requests for engines to power his "dream car" or are about to...

You do remember his antique British sports job with the American V-8? It did come about when Shelby, from the state where the "National Soft Drink" is Dr. Pepper, found backers at Ford. One of those supporters goes about singing "I ah Coca Cola" while writing in notebooks.

Yes, this is the same guy who would later go on television to hawk automobiles and become known for his stand-up routines at various locations in Washington D.C.. Had he not helped Shelby, Shelby's chickens might have been scared off by the shadow of a predatory bird.... A Falcon that is known as the Holman-Moody Challenger I.

I hate to interrupt Roger again but we are fast running out of room! Stay tuned for next month the conclusion of "Bird Tales...."

#### OTHER FALCON CLUBS:

The Ford Falcon Club of San Diego: PO BOX 33306, San Diego, CA 92103. Initiation fee of \$5.00 and annual family dues of \$10.00)

The Ford Falcon Club of Los Angeles: 4873 West 134th Street, Hawthorne, CA 90250. Annual family dues of \$10.00.

The Ford Falcon Club of Arizona: 10209 N. 64th Street, Scottsdale, Arizona, 85253. Initiation fee of \$5.00 and annual family dues of \$12.00 based on a July 1 to July 1 year. 1st years dues are pro rated from the month of entry at the rate of \$1.00 a month.

#### Related clubs:

Fairlane Club of America: 212A Pilgrim Ln., Drexel Hill, PA, 19026. Yearly dues are \$12.00. Large information packed bi-monthly "newsBOOK"

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133. Dues unknown to your Editor.

Mustang & Classic Fords, PO Box 963, North Attleboro, MA 02761. Dues unknown to Editor.

#### TECH TIP:

Water pump installation and alignment is easier when you take two long bolts of the proper thread size and cut the heads off. Then simply screw them into the top holes a ways and slide the gasket and new water pump on. Put in the bottom bolts, remove the two long bolts and save them for the, ugh, next time and replace the long bolts with the original bolts. Kenny Overmiller, # 101 An extra word of advise, from Gary Huckins... after you've cut the heads of the bolts off, use a hacksaw to cut a groove on the very top so you can use a screwdriver to install and remove the bolts as in some application you have tight space which limit the length of the bolt. You can use this tip on anything that takes any kind of alignment. I have quite a few bolts like this in my tool box at work for my use when I work on heavy equipment. Compliments of Kenny Overmiller and Gary Huckins, "Falcon Fever", newsletter of the San Deigo Falcon club. Thanks!

#### ETC:

Bill Branch made reservations for the 4th National Meet at the North Park Inn via 1-800-528-1234.

There is some concern about not using this phone number for FCA registration. Try it if it is necessary for you to call them but make SURE that your registration is for the FCA. The Lone Star Chapter will update this next month. The registration forms will appear next month also.

The May 1983 issue of Popular Hot Rodding has a great article on the 1964 A/FX 427 factory drag car (1 of 2 built). Page 54.

Dick Kitterman and the Tech Committee have the answers to the spotlight question in the March FN but we are out of room. See it next month!

#### FALCONS FOR SALE:

For sale or swap: Longtime Falcon collector has several restored and unrestored desireables: 2 '63 convertibles, 3 Rancheros, 3 2dr HT's, 2 4dr sedans, and 1 station wagon. I prefer to sell out-right as storage room is needed but I will swap for most anything. Write your desires with SASE for individual descriptions and sensible prices to Holiday Ranch Falcons, PO Box 138, Marthasville, MO 63357, Attn: Bill Sr.

'64 Sprint convertible, 4-speed, 260 V8, tach, power steering, bucket seats, console, new chrome bumpers, new turquoise paint and interior, new radial tires, wire wheels, new frontend, dash rechromed, restoration not of concours vintage but neither is the price: \$3,995.00. Dan Bielfeldt, Box 251, Knippa, TX 78870 (512) 934-2124

'61 2dr Futura, 66,000 original miles, excellent condition, no rust, bucket seats newly reupholstered, no dents, all chrome beautiful, only needs new paint and minor mechanical work to be an outstanding Falcon. \$900.00. Larry Lancaster, #139, 1897 San Larue Ave., Twin Falls, Idaho, 83301. (208)-733-6691

'65 Ranchero, 4-speed, 289 V-8, new Ford metallic blue paint, interior redone, air conditioning, re-chromed bumpers, front end rebuilt, brakes, excellent condition, rust free. \$1,995.00. Dan Bielfeldt, Box 251, Knippa, TX 78870 (512) 934-2124

'64 Sprint convertible. Red with black interior, bucket seats. Original V-8, 4-speed. Rare, rough, and rusted. \$450.00. Gordon Wilson, #87, 4506 Melvin Dr., Louisville, KY 40216 (502) 448-1644

'63 Futura convertible, white with black top and interior. 260 V-8, 4-speed, new paint, top, and interior. Fresh engine and transmission. Needs detail work. Asking \$3,800.00. Mike Roy, W. 11420 Meadowview Lane, Nine Miles Falls, Wash.

99026 (509) 467-0778 eves.

'65 Sprint 2 dr HT. complete but totally dis-assembled for easy restoration. 4-speed, Body is excellent. Lots of "goodies" go along with this car. Dick Kitterman, 106 Barcelona Drive, Boulder, CO 80303 (303) 494-6528

'63 2dr Futura, bucket seats, 170 cid 6 (new 10,000 miles ago), new tires, new front end, new interior, drive it anywhere. All original except shifter and upholstery, \$2,200.00 and a '65 Ranchero, 200 cid 6 (uses oil), good tires, chev bucket seats, primed, interior needs work can be a real looker with loving care, \$650.00. Donald W. Wade, #667, Box 226, Hobson, MT 59452 (406) 423-5228 (Donald, I hope she reconsiders!! Ray)

'64 Ranchero, very clean inside and out. No rust ever. 6 cyl, 4-speed, All new radials and shocks. Excellent mechanical condition, 51,000 miles (original) \$1,850.00 firm. Richard E. Brenz, PO Box 188, Lima, PA 19037 (215) 356-5686 eves.

Sell/trade: '65 Ranchero, 289 V-8, cruise-o-matic, 66,200 miles, want a 60 '63 Falcon 4dr station wagon. SASE to Jim Green, 2755 Victoria Wichita, KS 67216

'62 Futura coupe (64C), Rangoon red/red interior, New: rebuilt 2-speed Fordomatic trans (less than 50 miles on it), exhaust system, brakes, ww radials, NOS radiator, front-end assemblies, coil springs, shocks, 4,600 miles on rebuilt 170 special six Buckets, console, needs carpeting, NOS tail lamp lens, rare original FOMOCO dual rear radio antennas, chrome factory sprot mirrors, Futura "polka-dot" wheel covers. TX car, no rust ever, 50,000 miles. Mrs. Julie Hustvet (715) 878-4812 (Wisc)

'66 Sport Coupe, 57,000 miles, original red paint, perfect black bucket seats, 289 V-8, auto, AZ car, no rust, \$1,800.00 or best offer. (612) 372-6907 days or (612) 522-0534 eves. Dirk L. Gasterland, 4141 Lyndale Ave North, Minneapolis, MN, 55412

'63 convertible, 6 cyl, factory 4-speed, runs good, needs new top and muffler, some rust, very restorable and straight, stainless steel fender skirts included, \$950.00. Bob Lemen, 8905 Shawnee, Overland, MO 63114 (314) 426-3566

'62 2dr Futura, 170, automatic, 2-tone turquoise and white. Good restoration possibilities. Runs well. \$750.00. Howard Stearns, Four Faith St., Burlington, VT, 05401 (802) 658-2540

#### PARTS FOR SALE:

4-speed T-10H Borg-Warner out of a '63 Sprint V-8, good condition, \$200.00; '65 Falcon V8 rear end, out of auto 260, missing left brake drum, \$20.00; '65 Falcon grille, good condition, includes LH light ring, \$20.00; 4-bolt Falcon 13" wheels @ \$5.00 each; set of Futura roof emblems for '63, good condition, \$20.00; 3-speed Borg-Warner from early '63, two at \$10.00 each. John D. Baker, RD #2, Shipperville, PA, 16254 (814) 782-3173

'63 left front door, no cracks in glass, \$20.00 plus shipping. John Herman, 411 Woodland Ave., Bloomington, IL, 61701 (309) 827-8342

Sorry to run out of room! Harold will try as best he can to catch up next issue. Remember the 4th annual National Meet registration forms will be in the next issue (again, sorry we couldn't get them in here!). Also next month Bill Branch will introduce himself to you. Bill is running for a seat on the Board of Directors.

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